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The Hongkong Telegraph.

(ESTABLISHED 1881.)

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68925 三拜禮號七廿月八英港香 WEDNESDAY, AUGUST 27, 1919. 日三月七. SINGLE COPY: 10 CTS. \$36 PER ANNUM.

REUTER'S TELEGRAMS.

JAPANESE REFORMS IN KOREA.

DISSATISFACTION REGARDING THE CONCESSIONS.

Paris, August 25. Koreans in Paris express complete scepticism regarding the reforms by the Japanese in Korea. Earl Whang stated that the measures outlined in the Imperial Rescript issued at Tokyo would not satisfy the people. He said: "We are not fighting for equal rights with the Japanese; we fight for the absolute independence of the Koreans, who have never recognised Japanese rule. As long as the Japanese hold Korea as part of Japan there will be no peace in the Far East."—Havas.

AMERICA AND FRANCE.

Paris, August 25. After returning from France, Mr. Highs, a member of the House of Representatives, says it is absolutely necessary for the United States, or American syndicates, to grant France long credits. If American firms wish to take part in reconstruction in the devastated areas, French Municipal Bonds should be accepted in payment of American goods.—Havas.

NO VICTORY REVIEW OF FRENCH NAVY.

Paris, August 25. A request by the Municipal Council of Toulon concerning a victory review of the French Navy has met with the disapproval of the Ministry of Marine, on the grounds that it would cause delay in demobilisation and interrupt repairs to battleships, causing unnecessary delay.—Havas.

ANGLO-FRENCH AIR SERVICE.

Paris, August 25. A provisional agreement has been reached, which will allow an Air Service between France and Great Britain, pending the signing of a definite International Convention.—Havas.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

STRAITS ACTING GOVERNOR.

Singapore, August 26. The Hon. Mr. James has been sworn in as Administrator of the Government. There was a large attendance at the ceremony and the Hon. Dr. Lim Boon Keng and Hon. Mr. Tomlin welcomed and assured him of the support of the unofficial members of the Legislative Council. H.E. Mr. James, replying, said the medical and educational problems needed immediate attention.

THE SHANGHAI MYSTERY.

Shanghai, August 26. The Weiss inquest is adjourned so that the Police may get additional evidence to decide whether the death is due to murder or suicide; though it is almost certain it was murder, all evidence pointing to that theory. It is a complete mystery.

TO-DAY'S CHINESE TELEGRAMS.

THE SHANTUNG QUESTION.

Shanghai, August 27. The delegates in Paris have reported that among the Allies the United States is the only one that has protested strongly against Count Uchida's statement. Great Britain has not disclosed her attitude and all the others remain quiet.

THE AUSTRIAN TREATY.

Shanghai, August 27. It is reported that the alteration of the Austrian Treaty in the clauses referring to China was the result of the machinations of a certain Power in order to render China isolated if she again refuses to sign. A secret meeting on this matter was held by the Cabinet on the 26th. The result is not known.

CANTON'S DEMAND ON PEKING.

Shanghai, August 27. The Rice Relief Bureau in Canton has wired to the Financial Department demanding the \$100,000 contributed by the Peking Government.

M.P.'S COMING SOUTH.

Shanghai, August 27. Fifty-two members of the old Parliament in Peking decided at a meeting to proceed to Shanghai at the end of this month and to return at the beginning of next month.

REUTER'S TELEGRAMS.

PRINCE OF WALES' TOUR.

OPENS BRIDGE OVER ST. LAWRENCE RIVER.

Quebec, August 25. H. R. H. the Prince of Wales, speaking in French, formally opened the great bridge over the St. Lawrence River. He placed wreaths on the monument to Montcalm, Wolfe and Samuel de Champlain. The Prince is everywhere receiving an extraordinarily enthusiastic welcome. His frequent use of the French language in replying to addresses has especially created an excellent impression in French Canada.

EARLIER TELEGRAMS.

THE RUSSIAN SITUATION.

Copenhagen, August 24. Doctor Martiny, head of the Danish Red Cross, has arrived from Russia. Interviewed by Reuter he says that Lenin decided early in 1919 to abandon terroristic methods and adopt a conciliatory attitude in internal and external relations with a view to attaining a peaceful settlement. The policy failed, whereupon the Soviets espoused the extremist methods of Peters and Derzhinsky, who have been the real Government for the past three months. The successes against Admiral Kolchak were largely due to the able generalship of a supporter of Peters named Kamenoff, and ex-Czarist Colonel, who adopted the offensive instead of defensive policy. Dr. Martiny believes the Soviet will be overthrown in six months if an Allied and Neutral Commission is attached to Kolchak's and Denikin's forces in order to guard against excesses. The Russians, except the Bolsheviks, welcome British intervention. The people will give up hope if the British withdraw from Archangel, as Russia will inevitably fall under German influence. It is stated that seventy per cent. of the soldiers compelled to serve in the Bolshevik army, deserted and formed themselves into a well organised Green Army, whose principle is not to fight with either the Red or White Armies unless forced, and to protect the villages from compulsory service. The villagers feed them in exchange for this protection.

BETRAVER OF NURSE CAVELL.

Paris, August 25. The court martial begins to-day of Quen, the betrayer of Nurse Cavell. There are fifty-eight witnesses and the trial is expected to last a week. The indictment reveals the secrets of the organisation conducted by Nurse Cavell, Princess Croy and others for enabling British, French and Belgian soldiers to escape to Holland. Quen, who was a convict at St. Quentin when it was occupied by the Germans, entered the German espionage service and learned the secrets of the organisation by representing himself as a French officer. He preyed upon the bounty of Nurse Cavell and others at Brussels, borrowing large sums and finally denouncing them. He also systematically spied on prisoners' camps till 1917. He was arrested on a charge of theft on his return to France from Switzerland and was sent to serve in a disciplinary unit in North Africa till his release. His victims in German prisons enabled the graver charges to be formulated.

THE PROFITEERING LAW.

London, August 24. The Board of Trade explaining the Profiteering Law indicates that there will be central investigation by a central committee into the costs and profits of production and distribution of goods, also local investigation by a local committee subject to appeal to the tribunal into complaints by the general public concerning the prices charged and profits made in the retail distribution of goods. Local authorities have the option of establishing local committees. All committees and tribunals established under the Act will be advised not to take action which may hamper or restrict legitimate commercial enterprise.

ANTI-BOLSHEVIK WAR.

Copenhagen, August 24. According to a Berlin message aeroplane news stated that General Petlura's and the West Ukrainian armies have captured the whole of Podolia, large parts of Volhynia and the Government of Kiev from the Soviets. The victors are approaching the river Dnieper and Kiev is reported to be occupied.

THE HUNGARIAN GOVERNMENT.

Copenhagen, August 24. A Budapest message says the resignation of the Archduke was decided upon after receipt of the Allied message, cabled yesterday. Following the resignation of the Cabinet, the Allied mission charged Dr. Freidrich with the formation of a ministry within three days, representative of all classes, meanwhile ensuring the maintenance of order.

IN GERMANY.

Berlin, August 24. Government troops have occupied the Communist headquarters in consequence of the latter making an unauthorized declaration to the press.

THE DOLLAR.

The dollar still continues to rise in value. The opening demand rate to-day was no less than 3s. 11. 11-16d. Since Monday it has advanced 14d. People are now talking of a 4/ dollar before the week is out. There are some who predict that the Hongkong dollar will soon be equivalent to the American gold dollar. Let us "Wait and See."

DAY BY DAY.

The China Mail S.S. Co. is in receipt of a telegram from its Yokohama Office advising that the s.s. "China" sailed from that port for Hongkong on August 25th and she may be expected to arrive in Hongkong on Sept. 3rd. in accordance with schedule.

HONGKONG SHIPPING ITEMS.

The s.s. Hong Ma, a French vessel under the agency of Messrs. Lapicque and Co., arrived yesterday in port, having experienced a very severe typhoon. She passed many wrecks. She saw in the North Channel, Hainan Strait, a junk half sunk. No. F8 H C or F8 H O. The vessel rescued four Chinese on a capsized junk off Wanchau. She brought a general cargo of 100 tons for Hongkong from Haiphong. The s.s. Porthos, another French boat, belonging to the Messageries Maritimes, entered the port at dawn to-day with 2,423 tons of through and 877 tons of direct cargo. She had on board 264 passengers. The Hoi Ping, a Portuguese ship, brought from Kwangchow, 250 tons of general produce for the Colony. The Nanyo Maru has departed for Yokohama via Keelung with a load of 1,500 tons of rice.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.40 p.m. to-day: Typhoon is about 136 degrees Long. E. 14 degrees Lat. N., moving W.N.W.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, August 16. Hopes of internal peace have been revived this week. The appointment of Wang Yi-tang, the Speaker of the House of Representatives, is interpreted in two ways. One view is that his selection indicates that the President has suffered a slight defeat, inasmuch as Wang is a member of the re-actionary Anfu Club. The second view is that the President has decided to let the Anfu Club attempt things which seem to be impossible of accomplishment—in other words, to give them sufficient rope with which to hang themselves. Wang is pleased over his appointment, but most people do not expect much from his "peace" efforts, for he has already declared that he will not be a party to the sacrifice of the Northern Parliament. Unless both sides agree to the dissolution of their respective Parliaments, no compromise seems possible. Notwithstanding the fact that Wang Yi-tang's appointment does not arouse much optimism, satisfaction is felt that the deadlock is ended and that a movement has been made which will render possible the resumption of the Shanghai Peace Conference. There are other signs too that the country will not remain much longer in a divided state. Marshal Tuan Chi-jui and Lu Yung-ting are understood to be working towards a compromise independently of the Peace Conference. Lu has already established relations with the President. So has Tuan. Therefore, it is a fair presumption that the overtures being made are as likely to produce results as the more formal negotiations to be opened in Shanghai.

The Premiership is still undecided, and it looks as if the President had decided to await developments. He cannot force the Anfu Club to approve of his selections, and the Club cannot make him budge from his decision not to have reactionaries or incompetents whom they might wish to put forward. Kung Hsin-chen is still acting Prime Minister and does not seem to worry about his added responsibilities or the fact that his period of ten days has been greatly exceeded. In the circumstances, he is doing very well, much better than was expected from a man of his mild temperament.

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand to-day was 3s. 11. 11-16d.

THE WEATHER.

Forecast:—Rainy. Barometer: 29.50. Temperature 9 p.m.:—83. Humidity 2 p.m.:—90.

DON'T FORGET.

TO-DAY
Coronet Theatre.—Screening of "Hearts of the World"—5.15 and 9.15 p.m.
Victoria Theatre.—9.15 p.m.
TO-MORROW
Victoria Theatre.—9.15 p.m.
Coronet Theatre.—5.15 and 9.15 p.m.

Though the national exchequer is empty and the Ministry of Finance is attempting all kinds of expedients to raise funds with which to pay salaries, it is remarkable that the Government has come to a decision to begin disbandment of soldiers on the first of next month. Five northern provinces have been selected for a commencement and it is estimated that 25,000 will be disbanded monthly. This decision means that Peking is "eating its own words." Up till now it has been contended that an advance was necessary to carry out this reform, as in 1913 when the Reorganisation Loan was contracted, but lack of funds has forced the Government to cut down military expenses, a proceeding which will probably justify the Associated Powers in taking the stand they have done, that no loan will be made to China until the country is reunited. Impenitence may inaugurate reforms, as well as a well filled exchequer. Whatever pleasure may be derived from the disbandment proposition is lessened by knowledge of the fact that the Ministry of Navy wants to have money to spend. It has considered naval progress in the light of the report of the naval commission which saw what was done during the European war and has agreed upon an extensive programme of improvements.

Naturally intelligent Chinese are basing much hopes on the Consortium and the prospect of re-organising the finances of the country, and they are keenly interested in the decision of the Tokyo Cabinet against Japan joining the group except on the understanding that Manchuria and Mongolia are excluded from the scope of the Consortium on the ground that Japan has acquired special rights there. In the telegram nothing was mentioned regarding the exclusion of Shantung also, but it is possible that the Cabinet has decided to omit the demand respecting Shantung being made an exception in view of the world wide publicity given to the fate of this province. By this decision will Japan be judged, and the verdict is not likely to be a favourable one. Other Powers are prepared to make sacrifices in order to devise a working arrangement which will be in the best interests of China, but Japan asks for special privileges!

Cholera is claiming a heavy toll of life in various cities of China, but only one case so far has been reported in the capital. Fortunately the authorities are taking requisite action, and the disease is likely to be kept from spreading further.

An interesting personality is visiting the city just now. Patrick O'Brien has been in five armies during the great war and is trying to enter the Siberian Army. He held commission in four armies and retains the rank of Captain in the British Army, but he is a man without a country, having lost his American citizenship for joining the British Army in the early days of the war.



MR. ARTHUR HENDERSON.

who has just made the sensational statement that he will go to Russia in 1917, he was empowered by the Government. Sir George Buchanan, British Ambassador in London, said that the statement was a complete fabrication.

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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

NATIONALISATION.

TO BE OR NOT TO BE?

"Scrutator" writes in Truth as follows—

Coal may destroy the Coalition. That, perhaps, would not greatly matter. Coal may seriously injure our manufacturing industries. That would matter a great deal. On cheap coal was built up the imposing fabric of British industrial and commercial supremacy. Dear coal may undermine its foundations. On the morrow of the greatest military victory in its annals this country finds itself in a most paradoxical, almost critical, situation in regard both to coal and railways. We have the richest coalfields in Europe, and yet Sir Auckland Geddes anticipates a loss of \$46,000,000 on the working of our coal mines in the next twelve months. We used to pride ourselves on possessing the best railways in the world, but Sir Eric Geddes tells us that as things are we stand to lose \$6,000,000 in the current year on the working of our railways. The country is bewildered by these disclosures. It is foolish for Ministers to wring their hands impotently and put all the blame on the miners and the railwaymen. Advances in wages to meet the increase in the cost of living have been important factors in creating the present very disturbing situation, but Ministerial bungling has been a contributory cause.

For extrication from our formidable coal and railway difficulties we are to look not to the Cabinet but to two Ministers who are not even members of it—the brothers Eric and Auckland. Unknown to fame before the war, and discovered by Mr. Lloyd George when he was casting about for "men of push and go" these remarkable brothers have advanced so rapidly that now the shaping of this country's industrial and commercial future is largely in their hands. On coal, on railways, on trade policy the Government's mind is not known. Only the brothers Geddes, of all the Ministerial hierarchy, seem to have definite ideas; they are moving forward with vigorous strides while their colleagues are lingering at the cross-roads of indecision. When the House of Commons asks if the Government really has really a trade policy, Sir Auckland speaks knowingly of a certain type-written document in a certain locked box. At the same time that the Prime Minister and Mr. Bonar Law are protesting privately to their rebellious supporters that State ownership of railways is not the Government policy, Sir Eric is busily occupied in taking all the steps that are a necessary to nationalisation. Both the brothers parry inconvenient questions by speaking of the period of transition. "On September 1," says Auckland, "the transitional period will expire; before then the House will be informed of our trade policy." In like manner, Eric on railways: "When the experimental two years are over," the whole position is to be re-examined.

Sir Eric, like Othello, has done the State some service. It may be true that his mastery reorganisation of the military railways and other transport services in France in 1916 prepared the way for our military victory. It may be true that he acted not only with boldness, but with tact and wisdom when as First Lord of the Admiralty he told a distinguished Admiral not to stand upon the order of his going, but to go at once. But does all this justify his having an absolutely free hand to do as seemeth unto him good with all our transport agencies? Is Sir Eric carrying out a plan of his own, or is he the executive agent of a definite Cabinet policy? Is the Cabinet in favour of nationalisation or is it not? Like Rosa Darte, I only want to know. Sir Eric allays misgiving in the House by saying that the one alternative to the Transport Bill would be immediate nationalisation of the railways. But does not the announced policy to be carried out in the next two years itself point unerringly to nationalisation? After the unification of all transport agencies under one control, with common uses of all rolling stock and State ownership of all wagons, is there anybody so simple as to imagine that the railways will revert to the old system of private control and unrestricted competition? Either the Cabinet does not know whether it is travelling, or else it is deliberately concealing its intentions from the public.

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chill speaking when he told the electors of Dundee eight months ago that the Cabinet had decided to nationalise the railways?

While Sir Eric has given an outline of a reform scheme that he has conceived in order to make the railways pay, Sir Auckland has adopted a shorter and sharper method with the colliers: it is to clasp an extra six shillings a ton on to the already high price of coal. This is not a policy; it is a device. Its effect, whether or not its motive, is to cast odium upon Mr. Smillie and other representatives on the Coal Commission by fastening upon them the sole responsibility for the increase in price. These people, so the President of the Board of Trade seems to say, wound unreasonable concessions from the country's necessity, and behold the result! The miners' representatives, however, positively affirm that there is no need whatever for so large an increase in price. Their co-operation would have been invaluable in increasing the output of coal—the really vital matter; but by the temper and the time of his announcement Sir Auckland has made sure of their hostility. This piece of sheer tactlessness may have regrettable results. It is not only the miners alone who are responsible for the decline in output. There are contributory causes. Does not the existing system of State control and guaranteed profits currently with private management tend by its very nature to reduce production? What is the Government's policy in regard to coal? Is it a fact that, with the knowledge of the Cabinet, or of some members of it, the late Coal Controller worked out an elaborate scheme for the nationalisation of the coal mines? What has become of that document? Does it, too, repose in Sir Auckland's locked box?

This question of nationalisation is a tremendous one. Before it is settled there will be a bitter fight, and the lines of cleavage will not be those of party politics. Coal mines and railways no doubt stand in a category of their own. Men who are not Socialists, and who firmly believe in the virtues of private enterprise and initiative, admit that there is something to be said for State ownership of a "unique natural treasure like coal and of a great monopolist service like railways. But the indications are that even in regard to coal and transport capital means to fight hard. As was shown on the Coal Commission, employers are not effective champions in public of their own cause. But it is probable that on this question they will obtain the powerful support of Lord Robert Cecil, who, though he takes the workman's view as against the employer's on most industrial questions, is a thorough-going opponent of nationalisation. For the present, the political world will want to know where the Government really stand on this momentous question. Everybody is sick of its "Yes-No" attitude. The public, and the private

P. AND O. COMPANY.

LORD INCHCAPE ON FIGHTING FOREIGN COMPETITION.

Lord Inchcape, G.C.M.G., K.C., S.L., K.C.I.F. (chairman), presided over an extraordinary general meeting of the above-named company for the purpose of passing and confirming special resolutions for the alteration of the regulations of the company by inserting in them a new regulation designed to enable the company to capitalise all or any part of its undivided profits by issuing to the shareholders entitled thereto against the amount so capitalised fully paid stock of the company at present unissued and also to enable the company to pay dividends specie by distributing stock or other specific assets in satisfaction of the amount desired to be distributed.

Lord Inchcape said:—The resolutions which have been drawn up by our legal advisers, and copies of which are in your hands, may appear somewhat verbose and complicated to the lay mind, but we are advised that the wording is necessary for compliance with the law. Briefly they mean that we shall be enabled to issue to our deferred stockholders stock instead of cash by way of dividend or bonus, thereby allowing us to retain our cash resources for building ships and developing our business, and further that we may distribute some of the securities which we hold, instead of paying our dividend and bonus in cash. The resolution, if adopted, will give the company the powers held by most companies, and it is desirable that we should be freed from the disability under which we now stand in the terms of our regulations. The directors naturally have not decided whether to suggest to the stockholders to avail of the proposed powers, or on the method by which they may recommend the company to exercise them, should they decide to ask the stockholders to avail of them. It would not be wise to come our chickens before they are hatched. In any recommendation, however, which the board may make, the interests of the company will be the first consideration. After this meeting it will be necessary to get the separate consent of the preferred stockholders to our proposal, and when the meeting is over, if the resolution is adopted in the company as a whole, a meeting of the preferred stockholders will be immediately held at which the resolution if adopted now, will be submitted to them for their acceptance. After that meeting, if the resolution is passed, a meeting of the deferred stockholders will be held at which the resolution will no doubt be adopted. If the resolution is carried, a confirmatory meeting of the company as a whole will be held on the 18th of this month, as required by the regulations, and a notice has already been circulated. It is a mistake as a rule to meet difficulties halfway, or to anticipate them. I am satisfied no difficulties will be raised in the way of our proposals, but it may be convenient, and at the same time courteous to the preferred stockholders if I make a reference to their position in connection with the proposals we are submitting for their adoption. One or two preferred stockholders have asked how they are to benefit, by agreeing to the resolution. They say, where do we come in? My reply is that they will benefit by their security ranking as it does for a cumulative 5 per cent dividend before the deferred stock gets anything. If the latter stock is increased in amount, giving a greater earning power on which they have the first call, and this of course is self-evident. If the preferred stockholders were to throw out the resolution it would fall to the ground, and we should be where we are now, but I feel perfectly confident that they will not adopt an attitude which would be detrimental not only to themselves but to the company as a whole. It is of the utmost importance to our great undertaking that we should be free to build up our cash resources so as to make ourselves strong in view of the future that is before us. We are face to face with foreign competitors who have made enormous profits during the war, their ships having been free while ours have been under requisition at practically pro-war rates. These foreign companies have enormous accumulations which they will be able to invest in new and up-to-date ships, and if we are to hold our own in the post-war period, we must have the necessary funds to do so.

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GENERAL NEWS.

or bonus and to take deferred stock instead. We are not without reserves. The P. and O. Company has been financed on a conservative basis and it may be that the time will come when it will only be fair to the deferred stockholders to capitalise some of our reserves by giving them stock. This would be more in the company's interests than distributing funds, and so long as the stockholders have confidence in the board, no doubt the issue of stock on favourable terms would be acceptable. I merely, however, mention what is in our minds without in any way committing ourselves.

A stockholder asked what were the rights of the preferred stockholders referred to under the charter.

The Chairman replied that the charter provided that if any fresh issue of stock was made, except in payment of assets, the stock would be offered pro rata to all stockholders in the company, and if that resolution was carried it would enable the company to offer to the deferred stockholders fresh stock in lieu of a bonus or dividend.

The resolutions were unanimously carried. The Chairman added that after the renewed expression of their confidence in carrying those resolutions with absolute integrity, he hoped that the shareholders would be satisfied with the result.

VICTORY LOG BOOK FOR NATION.
"Mr. James Buchanan bought this and presented it to the nation as a tribute to the Navy of to-day," said Mr. Banks to a representative of the Daily Mail at Messrs. Sotheby's auction rooms, New Bond-street, recently, on the conclusion of bidding for the log book of the Victory. The log was passed round—a series of brown parchment sheets—very fully covered with the sprawling handwriting of Thomas Atkinson, sailing master of the Victory. The log ends at 9.15 a.m. on the morning of the Battle of Trafalgar and so does not contain Nelson's more famous signals. But nevertheless, the old sheets in their big box covering tell a vivid and intimate story. Bidding began at £1,000. There was a pause when it rose to £2,000. Now Mr. Banks (Mr. Buchanan's agent) entered the lists. Some one else—his identity was not revealed—made a bid of £4,000. Mr. Banks countered with £4,500, and after that the bidding rose by £1,000 to £4,900. At that point a mysterious bidder had had enough and another hundred pounds secured the immortal "log book" of the Victory. Mr. Buchanan and Mr. Sotheby were specially commended for the sale of the log book.

THE LABOUR PARTY
CONFERENCETHE THREAT OF DIRECT
ACTION

A Labour correspondent writes in the Observer of June 29 as follows—

The Labour Party Conference at Southport, attended by nearly a thousand delegates from its affiliated organisations and local Labour parties, has been an affair of considerable importance, yet so far as many newspaper reports were concerned it might have been a succession of "scenes," a round of wild disorder, and a demonstration of disloyalty for all that their readers could gather to the contrary. A few moments of heated discussion or fervent denunciation, a swift duel of words between, say, representatives of the official and unofficial elements at the Conference—these are magnified until, to those who have not sat patiently through the proceedings of a Labour Conference, they appear to monopolise the whole time of the Conference. On the other hand, it would be wrong to create the impression that the proceedings are characterised by suavity and politeness. The delegates do not mince their words. There are hard hitting and strong denunciation when speakers think the case requires it. Nevertheless, the Conference is good-humoured and very human. It is remarkably loyal to its executive committee and it is but infrequently that the decisions of the latter are reversed by the large gathering. The executive is wonderfully responsive to the views of the Conference; and irrepressible and enthusiastic minorities are not often able to swing the Conference over to opposition to the executive. On the whole, it is probable that the delegates stand a little more to the left than the executive committee appoints and the chairman almost invariably represents moderate opinion. The Conference may, therefore, be regarded as cautious and even conservative, for it entrusts its affairs to a committee which will be "safe," rather than audacious.

THE LEAGUE OF NATIONS.

In the days before the war the annual Conference of the Labour Party attracted less public attention than it does now. It was able in those days to indulge more freely than it can nowadays in debating abstract resolutions. The Southport gathering showed that the Conference is now concerned with living and immediate problems of the utmost importance. Perhaps one of the most significant discussions during the past week was that which centred upon the Peace Treaty and the League of Nations. A resolution was moved by Mr. Ramsay MacDonald affirming the opinion of the Conference that, now Germany has decided to sign the Treaty of Peace, "its speedy admission to the League of Nations and the immediate revision by the League of Nations of the Treaty, which are inconsistent with the statements made on behalf of the Allied Governments when the Armistice was made, are essential both on grounds of honour and expedience." Both Mr. Ramsay MacDonald and Mr. Clynes, who seconded the resolution, were in no doubt that if Germany were to-day in the position of the Allies her peace terms would have been far more severe, and it was felt that Germany must bear the burden of her actions, but punishment should not be revenge. The Conference was firm against a vindictive peace and a peace of aggrandisement. It is significant that the resolution was carried with but a single dissentient vote against it.

It may be recalled that during the war the Labour Party stood by its resolve to support a war of liberation. It was condemned as pacifist by the jingoists and as jingo by the pacifists. Its position is the same to-day when the time has come to translate the motives of the war into the concrete terms of peace. Recently, in this column, I tried to explain the attitude of organised Labour towards the Peace Treaty. The truth of what I then wrote is made manifest in the resolution quoted above. The Labour Party has declared its conviction that the task before the world is not one of revenge, but, in the words of the resolution, "the inauguration of a new era of international co-operation and goodwill." The resolution, which was carried, dealing with the raising of the blockade and the international control of raw materials and food betokens the same temper. It may be taken for granted that the Labour Party will be in the vanguard of any movement for the

terms, and that it will not again relapse into the narrower confines of purely domestic politics; it will, on the contrary, steadily pursue a policy of international co-operation.

DIRECT ACTION.

The controversy on "direct action" for the attainment of "political objects" has arisen over questions some of which are connected with the international situation. The Triple Alliance has urged the Parliamentary Committee of the Trade Union Congress to take steps for the discussion of the advisability of resorting to direct action to secure the compliance of the Government with the Labour demands regarding conscription, intervention in Russia, the raising of the blockade, and the release of conscientious objectors. The question was in the forefront at the Labour Party Conference. The Chairman in his inaugural address deprecated the use of "direct action" for non-industrial ends. He regarded it as an innovation which few responsible leaders would welcome. In its annual report the executive committee gives it as its general view that "if the British Labour movement is to institute a new precedent in our industrial history, by initiating a general strike for the purpose of achieving not industrial, but political, objects, it is imperative that the trade unions, whose members are to fulfil the obligations implied in the new policy, and whose finances, it is presumed, are to be involved, should realise the responsibilities such a strike movement would entail, and should themselves determine the plan of any such new campaign. This, in effect, is a note of warning and a hint that the industrial weapon is not one which it is in the power of the political Labour Party to wield."

"GROWING DISCONTENT."

There can, however, be no doubt as to the existence of the view that the situation justifies the use of the only effective means at present within the grasp of the organised to secure political ends, and Mr. Robert Smillie has considerably supported this view when he stated that

case for "direct action." It is significant that the movement for "direct action" should have taken hold even to the extent it has done. It is a symptom of what Mr. McGurk, in his chairman's address, described as "a growing volume of resentment and discontent." The Conference provided many illustrations, if such were needed, of the serious discontent which now prevails. The peace terms are partly responsible; and the impotence of the House of Commons during and since the war has undermined confidence in Parliamentary institutions. The discussion of the question of "direct action" at the Labour Party Conference shows pretty clearly that the policy is not one which will command the approval of the mass of Labour supporters. There is only one thing which would unite the whole Labour movement on a policy of industrial action for political purposes, and that is colossal folly on the part of the Government. The events of the Conference indicated that though this policy has won the sympathy of many members of the more advanced section of the party, the party as a whole would be slow to undertake the responsibilities involved.

THE FIGHT OVER NATIONALISATION.

Another important event of the Conference, in view of the obvious process of mobilisation which is taking place amongst the employing classes to fight the nationalisation of coal, was the resolution dealing with the report of the Coal Industry Commission. It congratulated the Miners' Federation on having secured a unanimous recommendation by the Royal Commission in favour of the State ownership of minerals, and a majority recommendation in favour of the mines and recognition of the right of the workers to participate in the control of industry. In order to strengthen the Parliamentary Labour party in respect to obtaining legislative sanction for the nationalisation of the coal industry, the conference recommended that the party should support the Government when the

NOTICE

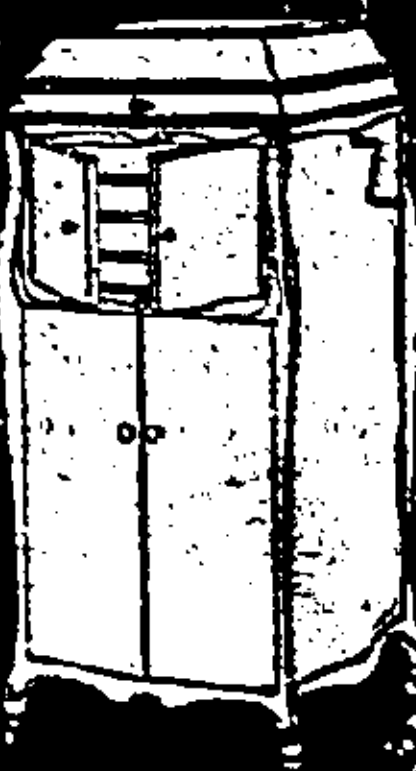
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Miners' Federation, the parliamentary committee of the Trade Union Congress, and the national executive of the Labour Party. This resolution, which was adopted, means that the Labour movement has accepted the challenge thrown out since the publication of the reports of the Commission by Lord Gainsford, Lord Inchcape, and the group of members of the House of Commons who have declared definitely against nationalisation. It was obvious to the delegates, amongst whom there was during the week a good deal of discussion of the question that upholders of private enterprise at any price are fully in the support of the coal owners, and that the representatives of private interests intend to fight in the last ditch against nationalisation. Organised Labour on the other hand, is united in its determination that the Sankey Report shall not be lost by the pressure of these private interests upon the Government. The Labour movement anticipates a big struggle over the question of the coal industry, and it is determined to support the Government in its determination to nationalise the coal industry.

THE LONG VIEW.

It would take many columns of print to deal, even summarily, with the great variety of questions raised and discussed at the Conference, and the foregoing notes are devoted to some of the more outstanding problems which came under review and on which the Conference expressed its opinion. The most important thing, however, is not the resolutions which were passed, but the general spirit of the gathering. The Labour vote in the country is increasing, the deep differences of opinion created by the war are being rapidly healed, and the events of this year both at home and abroad are regarded as providing ample justification of Labour ideals and of the Labour programme. The Conference at Southport showed the existence of a movement more united than it has been in the past, and a movement determined to impress upon the national life the ideas for which it stands. Those who dispose of the Labour movement as a movement run by a few politicians, and who regard it as a mere tool for the purpose of securing a few seats in the House of Commons, are shown to be wrong.

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COUNCIL MEETING.

TO-MORROW'S AGENDA.

BILL TO DEAL WITH
ENEMY ALIENS.The agenda for to-morrow's
Legislative Council includes the
following items:—

PUBLIC CONVENIENCES.
Resolution under section 170
of the Public Health and
Buildings Ordinance, 1903.—
Whereas application has been
duly made by the Sanitary
Board to the Governor under
section 167 of the Public Health
and Buildings Ordinance, 1903,
for the erection of a Public
Latrine and Urinals under the
steps in Duddell Street; and
whereas such application having
been duly approved by the
Governor and a notification of
the intention to erect a
Public Latrine and Urinals at such
site having been duly published
in three successive num-
bers of the Gazette, certain owners
and occupiers of property in the
vicinity have objected to such
erection; and whereas such
objections have been duly con-
sidered: It is hereby resolved by
this Council that the above men-
tioned site and the erection thereat
of a Public Latrine and Urinals
be and the same are hereby
approved.

QUESTIONS.

The Hon. Mr. C. G. Alabaster,
O.B.E., will ask:—

1. In order to lessen the loss
of life in typhoons and to obviate
as far as possible the exploitation
of poor sampan people by ex-
cessive launch towage charges,
will the Government arrange
with the owners of powerful tugs
and launches to render gratuitous
towage service to sampans and
other craft in difficulties whenever
the black signals are hoisted
during a flood tide?

2. Does the Observatory take
into consideration the state of the
tide in calculating the period of
warning they give in the case of
approaching typhoons? If not
will they give longer warning on a
flood tide than on an ebb tide?

3. When will telephonic com-
munication with Cheung Chau
be restored?

4. Can the Government give
any information with reference
to the suggested establishment of
a Chinese Government aerodrome
in Hongkong, mentioned in the
North China Daily News of the
19th August and the Hongkong
Daily Press of the 25th August?

NEW BILLS.

First reading of a Bill intitu-
led An Ordinance to amend the
Law relating to Indictments in
Criminal Cases, and matters
incidental or similar thereto.

First reading of a Bill intitu-
led An Ordinance for the acquisition
and disposal of Rice by the
Hongkong Government, and for
validating acts previously done.

First reading of a Bill intitu-
led An Ordinance to prohibit former
Enemy Aliens from being within
the Colony without a permit. It
is proposed to pass this Bill
through all its stages at this
meeting of the Council.

SECOND READINGS.

Second reading of the Bill
intituled An Ordinance to
authorise the Appropriation of a
Supplementary Sum of Five mil-
lion four hundred and sixty-six
thousand three hundred and
twenty-seven Dollars and sixty-
three Cents to defray the charges
of the year 1918.

Second reading of the Bill
intituled An Ordinance to provide
that no person shall reside within
the southern portion of the Island
of Cheung Chau, otherwise known
as Dumb-bell Island, without the
consent of the Governor in
Council.

Second reading of the Bill
intituled An Ordinance to con-
solidate and amend the law
relating to Places of Public
Entertainment.

Second reading of the Bill
intituled An Ordinance to amend
the Rating (Special War Rate)
Ordinance, 1917.

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OUR MANILA LETTER.

(From Our Own Correspondent.)

Manila, Aug. 22.
A business transaction of in-
terest during the past week has
been the sale of the Oriental
Brewing Company to the San
Miguel Brewing Company. Ar-
rangements for the transfer
having been completed. This
places the brewing industry of
the Philippines under the control
of one firm. The San Miguel
Company acquired a few years
ago the property of the Oriental
Brewing Company of Hongkong.
A large part of its stock is held
by a church corporation.

Manila newspapers, printed in
English, have announced that they
will refuse to accept liquor ad-
vertisements in view of the fact
that they have considerable
circulation in the United States,
and under the war-time Prohibi-
tion Act any newspaper circulated
in the United States is subject to
a maximum fine of \$41,000 for
the publication of intoxicating
liquor advertisements.

The question as to the applica-
tion of the "dry" amendment
in the Philippines, is still in some
doubt and is commanding the at-
tention of Government officials
and business men. The amend-
ment becomes effective next Jan-
uary. The business men's organ-
isations have gone on record as
opposed to the application of the
amendment to the Philippines in
view of the fact that Filipinos are
not generally addicted to the use
of intoxicating beverages. Acting
Governor Yeater has also an-
nounced his belief that the
question should be placed
before the Philippine Legisla-
ture for their action, or
an expression of opinion.
Attorneys who are conversant
with constitutional law, however,
generally believe that the amend-
ment applies to the Islands as
long as they are a possession of
the United States, and that
petitions or memorials, or even
legislative action, cannot prevent
prohibition from becoming effec-
tive here next January. Pro-
hibition advocates fear that if
the amendment is not applied in
the Islands, American liquor
interests will come here seeking
a new field for exploitation.

Reports continue to come in to
the Bureau of Agriculture giving
details of the typhoon damage to
crops throughout the archipelago.
In view of the seriousness of the
rice situation, the Bureau officials
and field men are bending every
effort to have farmers replant
their crops where they have been
destroyed so that the Philippines
will have an adequate food supply
for next harvest.

Because he lost heavily in
gambling, Fermin Mendoza, a
young Filipino, cashier at the
University of the Philippines,
was sentenced with some P5,000. He
pleaded guilty to the charge
and will be sentenced next week.

Elaborate preparations are
being made for a reception which
will be given Governor General
Harrison and bride, who are due
to arrive on Monday on the
American boat. A cablegram has
been received from the Govern-
ment in Manila, stating that
Governor Harrison will be
received by the Philippine
Government.

SECRET HUN SHIPS.

DISCLOSURES OF NEUTRAL
CAMOUFLAGE.

"Even if Germany loses every
ocean going ship flying her flag
she will still remain in the front
rank of maritime nations and
threaten the supremacy of Great
Britain and the United States,"
is a statement by Mr. Henry C.
Wiltbank the writer on commercial
matters, in the course
of an article in the current
issue of the Rudder,
a New York shipping monthly.
According to Mr. Wiltbank, Ger-
many possesses a "secret mar-
chant" Marine estimated at
500,000 tons gross camouflaged
under the flags of neutral
nations, which she intends to
use in the restoration of her
maritime power and the resump-
tion of her old methods of com-
mercial penetration.

"There is every reason to be-
lieve," says the article, "that
shipping and shipbuilding enter-
prises in many neutral countries
are honeycombed with German
capital, officered by German sub-
jects or their dummy representa-
tives, directed in the interests of
German commerce."
It is this organised effort that
has brought into being a secret
German trade fleet, worked under
foreign flags, and has thereby
injected into the shipping situa-
tion a factor against which the
Allies may find it hard to con-
tend. That Germany during the
war worked with an eye to her
after-war trade is shown by the
way in which she sought to
extend her sphere of shipping
influence by negotiating for the
control of shipyards in neutral
countries.

"Another weapon which Ger-
many has sought to employ in
the campaign of preparation for
after-war shipping conditions is
the nominal transfer to neutral
interests of ships built during the
period of hostilities. While it
is announced in the ship-
ping terms recently laid down to
Germany that such sales will not
be recognised, no intimation has
been given of the attitude of the
neutral countries concerned in
regard to the matter. It is be-
coming more evident every
day that the scope of
the world's commercial anger
against Germany is limited to
the Allies. Switzerland,
Norway, Sweden, Denmark and
Holland, in the order named,
declined to meet the wishes of the
Allies by agreeing to participate
in the blockade against Germany
in case she refused to sign the
Peace Treaty. They have nothing
to gain by the seizure of German
shipping, much to lose by break-
ing off commercial relations."

There are now less than 1,000
Americans in the Philippine
Civil Service, according to the
annual report of Mr. Percy R.
Angell, Director of Civil Service,
as compared with 2,600 Ameri-
cans in the service in 1913.

The Director, in his report,
severely criticises the practice of
some Bureau and Department
heads for making propositions
too rapidly and charges that there
are many instances of nepotism,
and family circles, which have
done much to retard the progress
of the Civil Service.

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Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 15	Jan. 12
Monteagle	Jan. 1	Jan. 23

Owing to Japanese Quarantine Regulations
"MONTEAGLE" 16th August, "EMPEROR OF
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Phone 752. PASSENGER DEPT. Phone 42. HONGKONG.

CANADIAN PACIFIC
OCEAN SERVICES

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.
The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA"	10th September.
S.S. "ECUADOR"	8th October.
S.S. "COLOMBIA"	5th November.

These steamers have the most modern equipment including over-
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the children, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to—Company's Office in

Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

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SEATTLE & VICTORIA via Manila, Klong, S'hai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSEIMI MARU (Omitting Manila) Friday, 19th Sept., at 11 a.m.
KATORI MARU (Omitting Keelung) Tuesday, 14th Oct., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.

KAMO MARU ... Friday, 5th Sept., at Noon.
ITO MARU ... Friday, 19th Sept., at Noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.
NIKKO MARU ... Wednesday, 22nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU ... Wednesday, 3rd Sept.

HWAHWA ... Middle of Sept.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU ... Monday, 15th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 21st Sept., at 11 a.m.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINRYU MARU ... Tuesday, 2nd Sept.

SHIDZUKA MARU ... Wednesday, 3rd Sept., at 11 a.m.

KAGA MARU ... Thursday, 18th Sept., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).

WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.

TSUYAMA MARU (Marseilles & Liverpool) Thun. 2nd Oct.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to alteration without notice.

From Hongkong.

PERSIA MARU direct to Nagasaki, 18th Aug. "Omitting call at Shanghai."

KOREA MARU direct to Nagasaki, 10th Sept.

NIPPON MARU direct to Nagasaki, 25th Sept.

YENYO MARU direct to Nagasaki, 2nd Oct.

SIBERIA MARU direct to Nagasaki, 10th Oct. (from Yokohama).

SHINTO MARU direct to Nagasaki, 28th Oct.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, GALLO CRUZ.

BALBOA, CALLAO, ARICA, AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.

ARIZO MARU ... Leave Hongkong, 10th Sept.

KITO MARU ... 14th July.

SEIYO MARU ... 4th Nov.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAICO, Manager, KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

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OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light

and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland

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For particulars of Freight and Passage apply to the

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General Managers,

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Telephone No. 1574.

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FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons, 11,000 tons, 10,000 tons.

SAILINGS FROM HONGKONG FOR

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VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Oct. 1st, 1919, Sept. 11th, 1919.

AN UNSURPASSED, HIGH CLASS PASSENGER SERVICE.

O. HERRITER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

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TO

UNITED KINGDOM AND CONTINENT.

For London & Antwerp

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE HANK LINE, LTD.

General Agents.

HONGKONG, 1919.

SHIPPING NEWS.

A FAMOUS MARINER.

After forty-three years of
active service in the Mercantile
Marine, Commander Daniel Dow,
R. D. R. N. R., one of the best
known figures in the service of
the Cunard Company, has retired
into private life. The ex-
periences of one who has had
such a long and adventurous
career both before and during the
war is one of peculiar interest,
especially to the thousands of
passengers, both on the side of
the Atlantic and the other,
who have crossed and re-
crossed the ocean under his care.

Commander Dow has been a con-
spicuous figure in Atlantic travel
during the war, particularly as
he was responsible for a number
of "incidents" which set the
world talking. The very day
that war was declared in 1914 the
Lusitania started from New
York for Liverpool on a voyage
which caused many anxious
moments both for the commander
and passengers. At this early
stage the Admiralty had not
had time adequately to prepare
for the protection of our merchant
vessels, and the latter had to run
the gauntlet of any prowling
enemy war craft. Within a few
hours of leaving New York a
strange warship was sighted on
the horizon, which changed her
course in order to intercept the
Lusitania. Commander Dow
was aware that the nearest
British warship was a con-
siderable distance away, and
despite the fact that one of the
liner's four turbines was out of
commission, which reduced her
speed to something like twenty
knots per hour, he set his course
for a fog bank to the
south, and was soon lost to view
by the enemy. Once out of sight,
Commander Dow swung his great
vessel round, and steamed with
all speed northwards again.

The captain of the enemy
craft was deceived by this
unexpected manoeuvre, and the
Lusitania, turning eastwards
again, made for Liverpool, the
commander navigating his ship by
night without lights. The relieved
passengers showered their
congratulations upon Commander
Dow, and presented him with a
testimonial prepared by a French
Senator on board. An incident
in February, 1915, became
notorious. Commander Dow was
still in charge of the Lusitania,
and received a wireless
message that enemy submarines
were cruising about in the Irish
Sea. Instructions were also
received to fly a neutral flag.

Having 400 prominent Americans
on board and also the United
States mails, he decided to hoist
the Stars and Stripes. Then he
dashed across the Irish Sea at
top speed, and, without stopping
to pick up a pilot, made straight
for the Mersey, which was reach-
ed safely. The incident aroused
a tremendous furore at the time,
but the action was widely ap-
proved, particularly in the United
States. Commander Dow was not
in command of the Lusitania
when she was torpedoed in March,
1916, but it nevertheless was a
severe blow to him. He was sub-
sequently placed in command of
the Mauretania, then filling the
role of a troopship, and made two
trips from England to Mudros in
the Eastern Mediterranean. One
was an eventful voyage, when
the great liner was attacked by a
submarine. Commander Dow
saw the wake of the oncoming
torpedo on his starboard bow, and
made a quick, bold decision. To
avoid any opportunity for a
second attack, he flung the helm
hard-a-port, and the torpedo
thereby missed the great vessel by
not more than five feet, whilst
her great speed soon placed her
beyond range of the enemy.

The earlier career of Commander Dow
was also an eventful one. He
had commanded in turn practi-
cally every one of the Cunard
Company's great fleet of ships.
In 1895 as a lieutenant on his
Majesty's ship Porpoise, then on
the Far Eastern station, he went
through the stirring times of the
Chinese rising, and undertook
several dangerous missions in the
protection of the European Lega-
tions. In July, 1910, he was re-
sponsible for a feat of "satellite"
travel which has never been
excelled. Leaving New York in
the Cronia, he proceeded on his
voyage to Peking, and on the
way, when he immediately took
the Mauretania back on the
record trip to New York of four
days and twelve hours, and
arrived in New York in the
same time.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

Steamers	To Sail	Weather Permitting
SHANGHAI	28th Aug. at 5 p.m.	
CHEFOO & NEWCHANG KASHING	28th Aug. at 5 p.m.	
SHANGHAI & TSINGTAO KANGSHE	28th Aug. at 5 p.m.	
H'HOW, P'HOI & H'PHONG KAITONG	28th Aug. at 5 p.m.	
SHANGHAI	1st Sept. at 10 a.m.	
SWATOW & BANGKOK	1st Sept. at 10 a.m.	
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.		
Excellent Saloon accommodation, midships. Electric Light and		
Fans in Saloon and State-rooms. Regular schedule service between		
Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao		
weekly, taking cargo on through Bills of Lading to all Yangtze		
and Northern China Ports. Passengers are landed in Shanghai		
avoiding the inconvenience of transshipment at Woosung.		

BANKOK LINE—Weekly service to and from Bangkok via

Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Hongkong Aug. 27, 1919.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Tilisiap	Java	in port	28th Aug.	Japan
Tikini	Shanghai	29th Aug.	2nd Sept.	Java
Timorok	Java	in port	2nd Sept.	Java
Tijpanas	Java	2nd Sept.	6th Sept.	Java

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

Telephone No. 1574. JAVA-CHINA-JAPAN LIJN.

York Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haitan ... A. H. Stewart ... FRI. 29th Aug. at 1 p.m.

FOR SWATOW & AMOY.

Guinnebaug | Medina ... WED. 27th Aug. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

Projected Sailings from Hongkong—(Subject to Alteration).

For Steamship On

Steamship	On	At	Time
STRAITS & Calcutta	Fooksang	Thurs. 28th Aug.	at 3 p.m.
KOBE	Kwangs	Wed. 27th Aug.	at 5 p.m.
SHANGHAI via Swatow	Choysang	Fri. 29th Aug.	at 2 p.m.
MANILA	Yensang	Fri. 29th Aug.	at 2 p.m.
KOBE	Hopsang	Sat. 30th Aug.	at 3 p.m.
SHANGHAI	Hangsang	Sat. 30th Aug.	at 2 p.m.
STRAITS & Calcutta	Kunsang	Tues. 2nd Sept.	at 2 p.m.
MANILA	Loosang	Tues. 2nd Sept.	at 2 p.m.
CIENGIN	Chipsang	Fri. 5th Sept.	at 3 p.m.
CIENGIN	Chipsang	Sat. 6th Sept.	at 2 p.m.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, commencing

sailing at Shanghai.

All steamers have excellent passenger accommodation, are fitted with electric light

fans and carry a fully qualified surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, commencing

sailing at Swatow. Steamers on this line have a limited amount of cargo space

and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accom-

modation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, sailing at Haiphong

on alternate days.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having

large cargo capacity for passengers.

Cargo taken on through Bills of Lading for Kadat, Jesselton, Labuan, Tawau and Labuan

calling at Wainai and Obo.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin

calling at Wainai and Obo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlements

must be required to produce on arrival at destination passport

with their Photographs and description affixed thereto.

For Freight or passage, apply to

Telephone No. 215. JARDINE MATHESON & CO., LTD.

General Managers.

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REGULAR SAILINGS OF MAIL STEAMERS FROM

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Steamers For Date of arrival

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A High Class Latest Modelled Car
At a price within the reach of all.

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Inspection and Enquiries are cordially Solicited.

EVERY DROP OF

GALLIN MARTEL

Brandy is unequalled as a pleasant wholesome stimulating Tonic. It is aged in wood for years before being bottled.

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AND EFFECTIVE REMEDY

IS

IZAL IN THE BATH.

Directions One tablespoonful (4 oz.) of IZAL
to every 5 gallons of Water.

IZAL is obtainable at all the local dispensaries.

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A large selection of
FILET LACE TABLE COVERS, ROUND & SQUARE,
SWATOW DRAWN WORK & SILK EMBROIDERIES,
ALL KINDS OF LADIES' FANCY GOODS,
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PRICES MODERATE.

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A Finer Milk Food for Infants. Invalids and Nursing Mothers cannot be Obtained.

A large consignment just to hand. Prices very moderate.

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THE NATURAL MILK FOOD FOR INFANTS & INVALIDS

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Demand	3/11 1/2
30 d/s	3/11 1/2
60 d/s	3/11 1/2
4 m/s	4/- 1/16
T/T Shanghai	Nom.
T/T Singapore	169
T/T Japan	167 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	83
T/T Java	217 1/2
T/T Marks	Nom.
T/T France	6.53
Demand, Paris	—

BUYING.

4 m/s. L/C	4/- 3/4
4 m/s. D/P	4/- 1
6 m/s. L/C	4/- 1 1/4
30 d/s. Sydney and Melbourne	4/- 1 1/4
30 d/s. San Francisco & New York	84 3/4
4 m/s. Marks	Nom.
4 m/s. France	6.73
6 m/s. France	6.79
Demand, Germany	—
Demand, New York	83 1/4
T/T Bombay	Nom.
Demand, Bombay	—
T/T Calcutta	Nom.
Demand, Calcutta	—
Demand, Manila	167
Demand, Singapore	169
On Haiphong	Nom.
On Saigon	38 7/8
On Bangkok	38 7/8
Sovereign	5 Nom.
Gold leaf per Tael	35.40
Bar Silver, per oz	61 1/4
forward	59 1/4

BUCKING.

4 m/s. L/C 4/- 3/4
4 m/s. D/P 4/- 1
6 m/s. L/C 4/- 1 1/4
30 d/s. Sydney and Melbourne 4/- 1 1/4
30 d/s. San Francisco & New York 84 3/4
4 m/s. Marks Nom.
4 m/s. France 6.73
6 m/s. France 6.79
Demand, Germany —
Demand, New York 83 1/4
T/T Bombay Nom.
Demand, Bombay —
T/T Calcutta Nom.
Demand, Calcutta —
Demand, Manila 167
Demand, Singapore 169
On Haiphong Nom.
On Saigon 38 7/8
On Bangkok 38 7/8
Sovereign 5 Nom.
Gold leaf per Tael 35.40
Bar Silver, per oz 61 1/4
forward 59 1/4

SUBSIDIARY COINS.

DISCOUNT PER \$100:

H'kong 50 c/s sub.	45% pm.
10	48% pm.
5	52% pm.
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Paid up 37,500,000
(25% of the Capital is Frs. 25,000,000, subscribed by the Government of the Chinese Republic.)

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General Manager: A. J. Pernette

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G. R.

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Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. R. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

THE HONGKONG & SOUTH CHINA WAR SAVING ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.
Honorary Secretaries & Treasurers:
Hongkong 15th January 1919.

PEAK TRAMWAYS CO. LTD

TIME TABLE
WEEK-DAYS

From	To	Every 15 mins
1.00 a.m. to 5.00 a.m.	15 mins	15 mins
5.00 a.m. to 12.00 p.m.	15 mins	15 mins
12.00 p.m. to 1.00 p.m.	15 mins	15 mins
1.00 p.m. to 1.30 p.m.	15 mins	15 mins
1.30 p.m. to 2.00 p.m.	15 mins	15 mins
2.00 p.m. to 2.30 p.m.	15 mins	15 mins
2.30 p.m. to 3.00 p.m.	15 mins	15 mins
3.00 p.m. to 3.30 p.m.	15 mins	15 mins
3.30 p.m. to 4.00 p.m.	15 mins	15 mins
4.00 p.m. to 4.30 p.m.	15 mins	15 mins
4.30 p.m. to 5.00 p.m.	15 mins	15 mins

NIGHT CARS.
6.50 p.m. to 9.00 p.m., 9.20 p.m. to 9.30 p.m. to 11.30 p.m. every 30 minutes to 11.45 p.m.

SATURDAY EXTRA CARS.
12.00 midnight to 1.00 a.m.

SUNDAYS.
1.00 a.m. to 1.30 a.m. Every 15 mins
1.30 a.m. to 1.45 a.m. Every 15 mins
1.45 a.m. to 2.00 a.m. Every 15 mins
2.00 a.m. to 2.15 a.m. Every 15 mins
2.15 a.m. to 2.30 a.m. Every 15 mins
2.30 a.m. to 2.45 a.m. Every 15 mins
2.45 a.m. to 3.00 a.m. Every 15 mins
3.00 a.m. to 3.15 a.m. Every 15 mins
3.15 a.m. to 3.30 a.m. Every 15 mins
3.30 a.m. to 3.45 a.m. Every 15 mins
3.45 a.m. to 4.00 a.m. Every 15 mins
4.00 a.m. to 4.15 a.m. Every 15 mins
4.15 a.m. to 4.30 a.m. Every 15 mins
4.30 a.m. to 4.45 a.m. Every 15 mins
4.45 a.m. to 5.00 a.m. Every 15 mins

By arrangement at the Company's Office, Alexander Building, Des Voeux Road.
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Equally important is our personal service. Every transaction is followed, through, both here and in America, by our own representatives with a personal interest, the value of which is evident in the service rendered.

May we talk with you about America?

Head Office—New York.

Other branches in

SHANGHAI—HANKOW—PEKING—TIENTSIN

ASIA BANKING CORPORATION
HONGKONG.

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Bankers Trust Company, New York City
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington.

THE BANK OF CHINA.

(Specially authorized in China by Presidential Mandate of 22nd November, 1917)

Authorized Capital \$50,000,000.00
Paid-up Capital \$12,375,800.00
Reserve Funds \$3,197,400.00

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11, Queen's Road, Central,
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For 3 months at the rate of 3% per annum.
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For 12 months at the rate of 3% per annum.

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Paid-up Capital \$15,000,000
RESERVE FUNDS—
Standing—
\$1,500,000 at 2%
—\$15,000,000
Silver —\$11,000,000

Reserve Liability of

Provision of \$15,000,000
COURT OF DIRECTORS
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Hon. Mr. R. V. D. P. Esq., Vice-Chairman
Hon. Mr. R. V. D. P. Esq., Secretary
Hon. Mr. R. V. D. P. Esq., Treasurer
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May we talk with you about America?

Head Office—New York.

Other branches in

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Anglo and London, Paris National Bank, San Francisco

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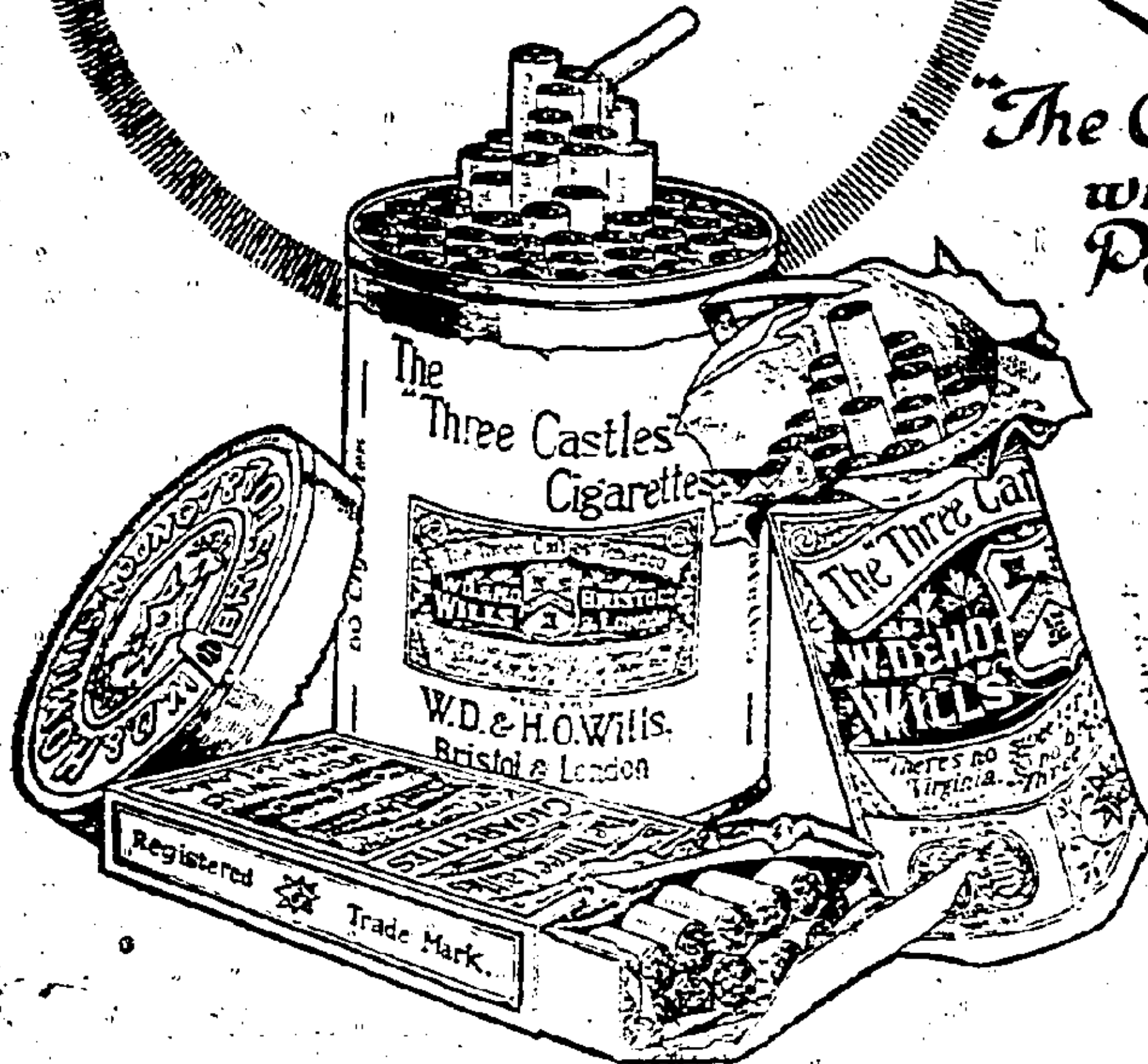
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NOTICES.

The "Three Castles" Cigarettes

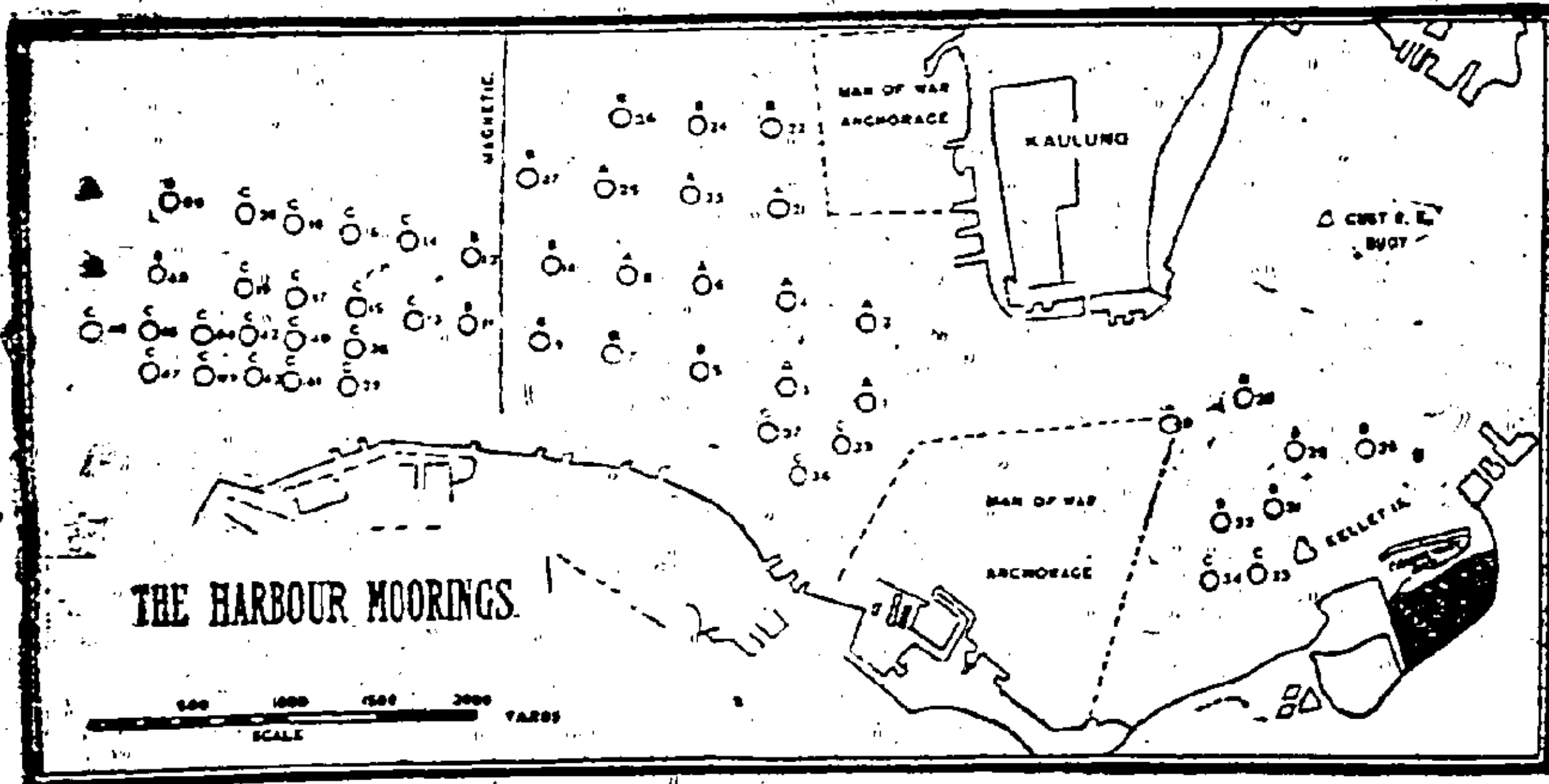
Made in—Regular,
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Magnum sizes.

"The Cigarette
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Pedigree"



This advertisement is issued by British-American Tobacco Co., (China) Ltd.

SHIPPING.



SHIPPING.

VESSELS ARRIVED.

Kwangse, 1228, Br., Capt. McDonald, Tsingtao, B. & S. Mooring.—Quarantine.
Zhranang, 1024, Br., Capt. Nicol, Returned from sea, Carmichael & Clark.—Mooring.—K. Dock.
Songma, 392, Fr., Capt. Bertino, Haiphong, Lapique.—Mooring.—C 43.
Porthos, 7530, Fr., Capt. Lauriol, Marseilles, M. M.—Mooring.—A 21.
Hoi Ping, 230, Port., Capt. Nogueira, K. C. Wan, Shun Lee.—Mooring.—Wharf.
Soshu Maru, 1006, Jap., Capt. Inoue, Takao, O. S. K.—Mooring.—Wharf.

VESSELS CLEARED.

Trigonis for Balikpapan
Kwai Sang for Kobe
Cadium for Manila
Hero for Chin Wan Tao
Nanyo Maru No. 3 for Yokohama
Kasuga Maru for Haiphong
Shimo Maru for Keelung
Mitsui Maru for Tokyo

POST OFFICE.

Telegraphic communication with Waglan Lighthouse is interrupted.

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per ANDRE LEBON, 27th Aug.
Europe—Per PORTHOS, 27th Aug.
Shanghai—Per HAROLD DOLLAIR, 27th Aug.
U.S.A., Canada and Japan—Per EMPRESS OF RUSSIA, 29th Aug.
Shanghai—Per SUIYANG, 29th Aug.
Japan—Per ANYO MARU, 30th Aug.
Europe—Per BATAVIA, 31st Aug.
Bombay—Per SHIMBET, 1st Sept.

OUTWARD MAILS.

TO-MORROW.

Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 28th Aug., 9 a.m.

Formosa via Keelung, Shanghai, North China and San Francisco—Per WEST CONOB, 28th Aug., 10 a.m.

Haiphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, S. Africa, India via Dhaka, kodi, Egypt and EUROPE VIA MARSEILLES—Per ANDRE LEBON, 28th Aug., Reg. 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy and Eochoow—Per QUINNEBAUG, 28th Aug., noon.

Straits, Bangkok and Calcutta—Per FOCKESANG, 28th Aug., 2 p.m.

Shanghai and North China—Per FOOCHOW, 28th Aug., 2 p.m.

Shanghai, North China & Japan via Kobe—Per PORTHOS, 28th Aug., 3 p.m.

Chefoo—Per KASHING, 28th Aug., 5 p.m.

Shanghai and North China—Per KWANGSE, 28th Aug., 5 p.m.

Shanghai and North China—Per CHOYSANG, 28th Aug., 5 p.m.

Hoihow and Pakhoi—Per ALICORNE, 28th Aug., 5 p.m.

FRIDAY, 29TH AUGUST.
Swatow, Amoy & Eochoow—Per KASHING, 29th Aug., 1 p.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.		
H.K. & S. Banks	b.	\$675
Marine Insurances.		
Cantona	b.	430
North Chinas	n.	\$220
Unions	b.	215
Yangtszes	n.	280
Far Easterns	b.	23
Fire Insurances.		
China Fires	n.	138
H. K. Fires	b.	340
Shipping.		
Douglases	n.	95
Steamboats	b.	244
Indos (Pref.)	n.	32
Indos (Def.)	n.	193
Shells	n.	180
Ferries	b.	354
Refineries.		
Sugars	b.	178
Malabons	b.	46
Mining.		
Kailans	b.	60
Langkats	b.	193
Shanghai Loans	b.	210
Shai Explorations	b.	44/6
Raubis	b.	47/6
Tronohs	b.	101
Ural Caspians	b.	171/4
Docks, Wharves, Godowns, &c.		
H.K. Wharves	b.	101
K. Docks	b.	171/4
Shai Docks	b.	118
N. Engineerings	b.	253/4
Lands, Hotels & Buildings.		
Centrals	n.	109 1/2
H.K. Hotels	n.	124
L. Invest.	n.	122
Hphreys Est.	b.	8.90
Kloon Lands	n.	46
L. Reclamations	n.	175
West Points	n.	94
Cotton Mills.		
Ewos	b.	\$310
Kung Yiks	b.	\$271/4
Lau Kung Mows	n.	\$207 1/4
Orientalis	n.	\$112
Shai Cottons	b.	\$208
Yangtzepepos	b.	\$151/4
Miscellaneous.		
Cements	n.	8 1/2
China Borneos	b.	124 1/2 n. 13
Do. Light old b.	b.	6 1/2 new b. 2
China Providents	n.	9
Dairy Farms	b.	291/4
Electric H.K.	n.	88 1/2
Electric Macao	n.	34
Hongkong Ropes	n.	32
Hk. Tramways	b.	8.35
Peak Trams, old	b.	73/4
Do. new	b.	80 cts.
Steam Laundries	n.	31/4
Steel Foundries	n.	12
Water-boats	s.	16 1/2
Watsons	b.	51/2
Wm. Powells	b.	12
Wisemans	b.	29

Hongkong, Aug. 27, 1919.

WEATHER REPORT.

August 26, 12h. 17m.—Orders given to lower local typhoon signal No. 1.

August 27, 11h. 40m.—Pressure has increased considerably along the south-east coast of China and slightly along the south coast and over the Philippines. It has decreased slightly over N. Annam.

The typhoon is now showing as a depression over S. China.

The typhoon in the Pacific is probably in about latitude 16° N. and longitude 132° E. this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.49 inches. Total since January 1st, 63.14 inches against an average of 54.62 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock.	Strong S.W. to S. winds, moderate rain.
2 Formosa Channel.	The same as No. 1.
3 South coast of China (b-1).	The same as between H.K. and Lanchow.
4 South coast of China (b-2).	The same as between H.K. and Hainan.
C. W. JEFFRIES, Chief Assistant.	
Hongkong Observatory, 27th Aug. 1919.	

NOTICE.

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KAISHA, LTD.

(INCORPORATED IN JAPAN)
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SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTSU, KISHIOKAI,
YOSHINO, OCHI, MUTSU, KISHIOKAI,
KANADA, SHIMIZU, KAMATADA, BISA,
and OTSUKI COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

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Cable Address—

Hongkong—"IWASAKI"

Canton, Haiphong—

"IWASAKI."

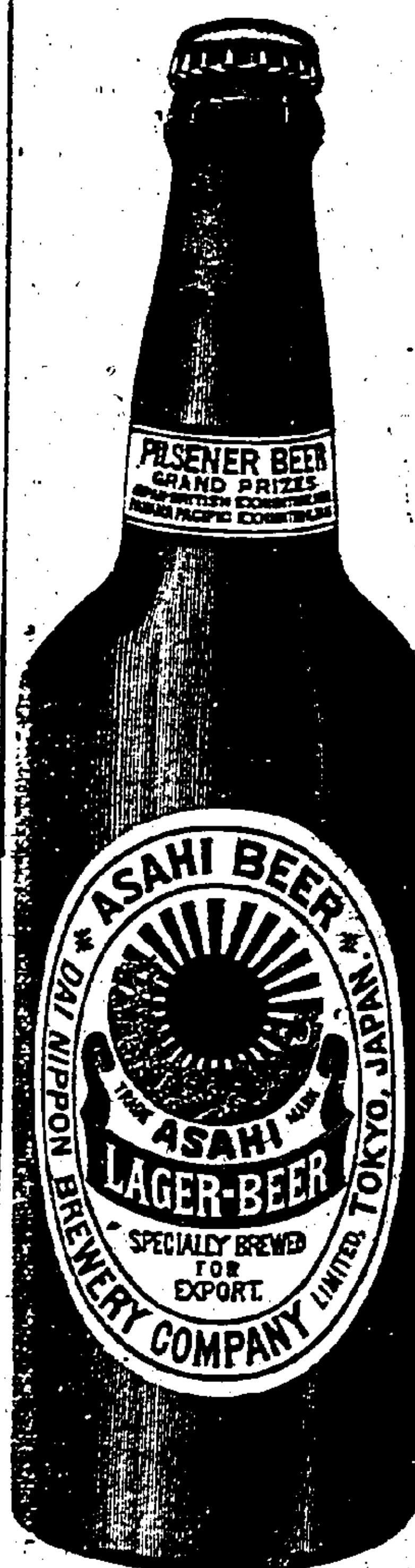
Codes—A1, A.B.C. 5TH ED., Western Union and Bentley's. AGENCY FOR—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

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HOTEL LAUNCH MEETS ALL STEAMERS.

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J. WINDHILL, Manager.

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SPECIAL MUSIC. AUGMENTED ORCHESTRA

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THE HONGKONG HOTELThe leading Hotel in the Far East.
THE REPULSE BAY HOTELThe evening seaside resort of South China.
(opening in the Summer of 1919)
THE HOTEL MANSIONSThe headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.
(Office premises)
The Hotel Company, having recently extended their cold storage plant and installed motor transportation, are specializing in outside car hire, such as banquets, dances, picnics, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.
Quotations may be obtained on application at the Hotel Main Office, or representatives will call on communicating with
Telephone No. 623, Catering Department.
Telephone No. 1673, Manager.
J. R. TAGGART, Manager.

KINGSLERE HOTEL MID-LEVEL

CRAIGIEBURN HOTEL THE PEAK

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UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

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